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1. N152-093: Innovative, High-Energy, High Power, Light-Weight Battery Storage Systems Based on Li-air, Li-sulfur (Li-S) Chemistries

Release Date: 04-24-2015Open Date: 05-22-2015Due Date: 06-24-2015Close Date: 06-24-2015

As the Navy modernizes its Fleet, the energy needs of naval aircraft are increasing significantly. Meeting the energy demands of these aircraft is a formidable challenge which requires looking beyond current Lithium-ion (Li-ion) batteries. The state-of-the-art Li-ion cells have a theoretical specific energy of 387 Wh/kg (watt hour/kilogram) and energy density of about 1015 Wh/L (volumetric energy ...

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2. N152-094: Model-Based Tool for the Automatic Validation of Rotorcraft Regime Recognition Algorithms

Release Date: 04-24-2015Open Date: 05-22-2015Due Date: 06-24-2015Close Date: 06-24-2015

Due to practical, technical, and logistical limitations associated with achieving direct loads monitoring for every fatigue sensitive component on an aircraft, the Navy is relying on flight maneuver recognition to provide usage data across a fleet of aircraft in order to refine fatigue life calculations. However, current RR tools have trouble accurately and precisely recognizing flight regimes. Th ...

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3. N152-095: Ultra-High Temperature (UHT) Sensor Technology for Application in the Austere Environment of Gas Turbine Engines

Release Date: 04-24-2015Open Date: 05-22-2015Due Date: 06-24-2015Close Date: 06-24-2015

Current blade health monitoring sensors are capable of operating at 1100°F continuously uncooled, and have been demonstrated to work up to 1800°F with cooling. Use of compressor air for sensor cooling would adversely impact the cycle efficiency and potentially produce case distortion, and hence, a need exists to develop uncooled sensors that can operate in a +2500°F environment in the aft end o ...

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4. N152-096: Miniaturized, Fault Tolerant Decentralized Mission Processing Architecture for Next Generation Rotorcraft Avionics Environment

Release Date: 04-24-2015Open Date: 05-22-2015Due Date: 06-24-2015Close Date: 06-24-2015

Most avionics systems for rotorcraft currently rely on a federated mission computer/processing architecture which centralizes the aggregation of data for processing and subsequent Human Machine Interface (HMI)/subsystem transmission. Current Rotocraft Federated architecture habitually claims redundancy by having a secondary processing computer that is either fully capable, or has a reduced situati ...

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5. N152-097: Low Emissions Waste to Energy Disposal

Release Date: 04-24-2015Open Date: 05-22-2015Due Date: 06-24-2015Close Date: 06-24-2015

Island bases and other remote forward operating bases (FOB) have limited land and energy resources to dispose of municipal solid waste (MSW). Open air pits are discouraged and congressionally required to be nearly-eliminated. Due to the high volume of generated MSW and limited amount of real-estate, landfills and bio-digestive approaches are impractical. Incinerators currently being used require e ...

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6. N152-098: Modular Smart Micro/Nano-Grid Power Management System

Release Date: 04-24-2015Open Date: 05-22-2015Due Date: 06-24-2015Close Date: 06-24-2015

Microgrids are being considered at DoD installations to better manage energy usage, with the objective of providing better efficiency, reliability, and higher integration of renewable generation such as wind and solar. While the benefits of microgrids are broadly touted, implementation has been slow and complex. A turnkey modular micro/nano-grid controller design is sought, that would expedite tes ...

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7. N152-099: Cooled BusWork for Shipboard Distribution and Energy Storage

Release Date: 04-24-2015Open Date: 05-22-2015Due Date: 06-24-2015Close Date: 06-24-2015

Improvements in the manufacturing of power density, power quality, and efficiency in power and energy management and control are needed by the Navy to meet power and energy demands and allow for future mission growth. The Navy is seeking to foster the development of common, affordable electrical components and systems that could have broad application to ships. Electrochemical storage (battery) ce ...

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8. N152-100: Navy Air Cushion Vehicles (ACVs) Lift Fan Impeller Optimization

Release Date: 04-24-2015Open Date: 05-22-2015Due Date: 06-24-2015Close Date: 06-24-2015

The Ship-to-Shore Connector (SSC), a replacement hovercraft for the existing fleet of Landing Craft, Air Cushion (LCAC) vehicles, utilizes a lift fan system to discharge air into the craft’s skirt and bow thrusters to lift the hovercraft under normal operation. Each SSC utilizes two identical lift fans which are defined by an impeller and a volute assembly. Each lift fan impeller includes a cent ...

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9. N152-101: Amphibious Combat Vehicle Ramp Interface Modular Buoyant Kit (MBK) for Joint High Speed Vessel (JHSV) Stern Ramp

Release Date: 04-24-2015Open Date: 05-22-2015Due Date: 06-24-2015Close Date: 06-24-2015

The United States Marine Corps has advised the Navy that it needs to develop a light weight kit that can be readily attached to the JHSV's stern cargo ramp so that when the ramp is lowered directly into the water it would allow AAVs and ACVs to be launched and retrieved from the JHSV near the shore (splash-off). The Marine Corps needs a high speed shallow draft connector that can launch a dozen ...

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10. N152-102: Modular Boat Ramp to Launch and Retrieve Watercraft from Joint High Speed

Release Date: 04-24-2015Open Date: 05-22-2015Due Date: 06-24-2015Close Date: 06-24-2015

The JHSV's boat crane does not have the requisite man loading safety factor needed to allow the boat crew to remain on board during L&R. In order for small boats to debark from the JHSV, they must enter the water using the boat crane without the crew on board, and then the small boat must be positioned alongside the JHSV in a coordinated effort by the crane operator and members of the ship's c ...

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